

AMENDMENTS TO THE CLAIMS

Please amend Claims 5, 8, 12, 13, 15, and 19 and please add new Claims 22 and 23.

1. (Canceled)
2. (Canceled)
3. (Canceled)
4. (Canceled)
5. (Currently Amended) A watercraft comprising a hull, an engine being supported by the hull and including at least one throttle, a jet propulsion unit driven by the engine, the jet propulsion unit comprising a steering nozzle configured to direct a jet of water exiting the jet propulsion unit, a throttle actuator mechanism comprising a user-operable lever coupled with the throttle, and a control lever mounted adjacent the user-operable lever and cooperating with the throttle actuator mechanism, the control lever being selectively positioned in at least first and second positions, the control lever being actuatable to assume either of the first and second positions independently of a steering condition of the watercraft, the first position of the control lever being arranged such that the throttle actuator mechanism rests in a first position and the second position of the control lever being arranged such that the throttle actuator mechanism rests in a second position, the throttle having a first position when the throttle actuator mechanism rests in its first position and having a second position when the throttle actuator mechanism rests in the second position, wherein the second throttle position provides a larger opening degree than the first throttle position.
6. (Original) The watercraft of Claim 5, wherein the engine sufficiently powers the jet propulsion unit when the throttle rests in its second position to assist steering of the watercraft when decelerating from at least a planing speed.
7. (Original) The watercraft of Claim 5 additionally comprising an operational control device housing supporting the control lever.
8. (Currently Amended) A watercraft comprising a hull, an engine being supported by the hull and including at least one throttle, a jet propulsion unit driven by the engine, the jet propulsion unit comprising a steering nozzle configured to direct a jet of water exiting the jet propulsion unit, a throttle actuator mechanism comprising a user-operable lever coupled with the throttle, and a control lever mounted adjacent the user-operable lever and cooperating with the

throttle actuator mechanism, the control lever being selectively positioned in at least first and second positions, the control lever being actuatable to assume either of the first and second positions independently of a steering condition of the watercraft, the first position of the control lever being arranged such that the throttle actuator mechanism rests in a first position and the second position of the control lever being arranged such that the throttle actuator mechanism rests in a second position, the throttle having a first position when the throttle actuator mechanism rests in its first position and having a second position when the throttle actuator mechanism rests in the second position, wherein the second throttle position provides a larger opening degree than the first throttle position, an operational control device housing supporting the control lever~~The watercraft of Claim 7~~, wherein the housing defines a slot having first and second ends, the control lever is arranged so as to slide within the slot, and a biasing mechanism biases the control lever toward the second end of the slot.

9. (Previously Presented) A watercraft comprising a hull, an engine being supported by the hull and including at least one throttle, a jet propulsion unit driven by the engine, the jet propulsion unit comprising a steering nozzle configured to direct a jet of water exiting the jet propulsion unit, a throttle actuator mechanism coupled with the throttle, a control lever cooperating with the throttle actuator mechanism, and a housing supporting the control lever, the control lever being selectively positioned in at least first and second positions, the first position of the control lever being arranged such that the throttle actuator mechanism rests in a first position and the second position of the control lever being arranged such that the throttle actuator mechanism rests in a second position, the throttle having a first position when the throttle actuator mechanism rests in its first position and having a second position when the throttle actuator mechanism rests in the second position, wherein the second throttle position provides a larger opening degree than the first throttle position, and wherein the housing defines a locking recess that defines the second position of the control lever.

10. (Previously Presented) A watercraft comprising a hull, an engine being supported by the hull and including at least one throttle, a jet propulsion unit driven by the engine, the jet propulsion unit comprising a steering nozzle configured to direct a jet of water exiting the jet propulsion unit, a throttle actuator mechanism coupled with the throttle, and a control lever cooperating with the throttle actuator mechanism, the control lever being selectively positioned

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in at least first and second positions, the first position of the control lever being arranged such that the throttle actuator mechanism rests in a first position and the second position of the control lever being arranged such that the throttle actuator mechanism rests in a second position, the throttle having a first position when the throttle actuator mechanism rests in its first position and having a second position when the throttle actuator mechanism rests in the second position, wherein the second throttle position provides a larger opening degree than the first throttle position, and wherein the throttle actuator mechanism includes a biasing mechanism that biases the throttle actuator mechanism toward its first resting position, and wherein a force of the biasing mechanism operating on the throttle lever is greater than a force of the biasing mechanism operating on the control lever.

11. (Original) The watercraft of Claim 7, wherein the housing is disposed next to at least a portion of the throttle actuator mechanism.

12. (Currently Amended) A watercraft comprising a hull, an engine being supported by the hull and including at least one throttle, a jet propulsion unit driven by the engine, the jet propulsion unit comprising a steering nozzle configured to direct a jet of water exiting the jet propulsion unit, a throttle actuator mechanism comprising a user-operable lever coupled with the throttle, and a control lever mounted adjacent the user-operable lever and cooperating with the throttle actuator mechanism, the control lever being selectively positioned in at least first and second positions, the control lever being actuatable to assume either of the first and second positions independently of a steering condition of the watercraft, the first position of the control lever being arranged such that the throttle actuator mechanism rests in a first position and the second position of the control lever being arranged such that the throttle actuator mechanism rests in a second position, the throttle having a first position when the throttle actuator mechanism rests in its first position and having a second position when the throttle actuator mechanism rests in the second position, wherein the second throttle position provides a larger opening degree than the first throttle position~~The watercraft of Claim 5, wherein the throttle actuator mechanism comprises a throttle lever disposed remotely from the engine and a throttle actuation mechanism directly connected to the throttle.~~

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13. (Currently Amended) The watercraft of Claim 12, wherein the throttle actuator mechanism additionally comprises a control cable extending between the throttle lever and the throttle actuation mechanism.

14. (Original) The watercraft of Claim 12, wherein the throttle actuation mechanism includes an electric motor.

15. (Currently Amended) A method of controlling an engine speed of a marine engine that powers a propulsion unit of a watercraft, the method comprising adjusting a throttle valve control lever thereby adjusting the power output of the marine engine, moving an idle speed control lever from a first position which defines selecting between a first predetermined throttle resting position, moving the idle speed control lever to a second position which defines and a second predetermined throttle resting position depending upon a desired operational mode of the watercraft, the second throttle resting position causing the engine to power the propulsion unit by an amount sufficient to assist steering of the watercraft when decelerating from at least a planing speed, the step of selecting between the first throttle resting position and the second throttle resting position being independent of a steering condition of the watercraft.

16. (Original) The method of Claim 15, wherein the selection of the engine speed is controlled manually.

17. (Original) The method of Claim 15, wherein the selection of the engine speed is controlled automatically.

18. (Canceled)

19. (Currently Amended) A watercraft comprising a hull, an engine supported by the hull, the engine comprising a throttle, a steering actuator configured to be grasped by at least a first hand of the operator, a throttle control device configured to allow an operator of the watercraft to adjust an opening of a throttle valve of the engine of the watercraft to thereby adjust the power output of the engine, the throttle control device being configured to allow the operator to operate the throttle control device and the steering actuator simultaneously with the first hand, a means for allowing the operator to select[[ing]] between at least a first and a second predetermined resting positions for the throttle control device, the means for allowing being configured to be operated by the operator's first hand while the operator simultaneously operated both the steering actuator and the throttle control device, the second resting position providing a

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larger opening degree than the first resting position, and a throttle actuator mechanism coupled to the throttle to move the throttle from either the first or second resting position toward a wide open position, wherein the means for selecting is operable to select between the first and second resting positions at least while the engine is acting to propel the watercraft in a forward direction.

20. (Original) The watercraft of Claim 19, wherein said means is disposed next to at least a portion of the throttle actuator mechanism.

21. (Previously Presented) The watercraft of Claim 19, additionally comprising means for lowering engine speed during a shifting operation.

22. (New) The watercraft of Claim 5 additionally comprising a steering device connected to the steering nozzle and configured to be grasped by at least a first hand of an operator, wherein the user-operable lever and the control lever are mounted such that a user can simultaneously operate the user-operable lever, the control lever, and the steering device with the first hand.

23. (New) The watercraft of Claim 5, wherein the user-operable lever and the control lever are mounted to pivot about parallel axes.